

AIR-FIGHTING SQUADRON IN TACTICAL MANEUVERS

Same Exactness of Details for Over-
head Service as for Armies
and Fleet.

REMARKABLE DEVELOPMENT

New French Secretary of State for
Aviation Gives Opportunity for
Inspection of Latest Types of
Machines.

PARIS, November 13.—Now that
France has developed an aerial force
with battleplanes, cruiserplanes, scouts
and lesser aircraft, which the officers
refer to as torpedoplanes. It has been
necessary to organize this overhead
service with the same exactness of de-
tails that armies and fleets are organ-
ized, with tactics and maneuvers of
advance and retreat, attack and defense.
Unlike the army or fleet, which can
move only in one direction parallel
with the surface of the earth or water,
a fleet of air warships can move in
any direction, upward, downward, for-
ward or backward and at any oblique.

All of these tactics of the air are
being worked out with precision.
Already the official reports refer almost
daily to the maneuvers of an "esquad-
rille," which is the French term for a
squadron of air-fighters, and soon there
will be mention of the advance or recoil
of the "right wing" or "left wing" of
these squadrons, as the tactics provide
for the assembling of a number of
"esquadrilles" into fleets which can be
increased in size almost indefinitely.
Wells, the English novelist, suggested
the deadly effect of 1,000 aeroplanes
hovering over Berlin and dropping
bombs. The number and maneuver at
the time regarded as fantastic. But the
organization of squadrons and fleets
of battleplanes and cruisers brings
this measurably within realization, and
already one attack has been made with
sixty-five aeroplanes, two with over
sixty, and five with from thirty to forty
air-fighters.

The "esquadrille," which is the unit
of the aerial organization, at first con-
sisted of six aeroplanes. But the rapid
development of fighting types changed
the organization so that the "esquad-
rille" is now made up practically as
follows:

Six scout aeroplanes (avions d'observa-
tion).

Two armed cruiser-aeroplanes, with three-
inch gun (avions de chasse).

One battleplane with two three-inch
guns and one mitrailleuse (avion de
combat).

Nine lorries, nine trailers, nine port-
able canvas aero-sheds, three autos.

PROVISION IS MADE FOR RAPID TRANSPORT

There is one lorry and trailer and
one shed for each of the fighting craft,
so as to transport it rapidly to any
point, and house it until needed. The
autos are for the commanding officers,
and to follow up the flyers when possi-
ble. Gasoline, tools and supplies are
carried on the lorries.

The "esquadrille," thus made up, is
commanded by a commissioned officer
of the army, who acts as pilot of the
squadron. Commissioned officers also
operate the fighting and cruising aeroplanes,
with expert noncommissioned officers
and soldiers for the lesser craft. In-
cluding the soldiers on the lorries,
trailers, etc., an "esquadrille" has a
complement of upward of seventy offi-
cers and men, of which, however, only
a dozen or so are actual flyers.

At Rene Bernard, the newly desig-
nated Secretary of State for Aviation,
has recently given opportunity for the
inspection of the new types of air-
fighters. The battleplane (avion de
combat) and the cruiserplane (avion de
chasse), are the two main develop-
ments. Only partial description of
these craft is permitted; nothing can
be stated as to the number of planes
of the monster battleplane. But it is
permitted to indicate its power by
saying that it has carried twelve men
in its flights, and that it mounts on
its huge outstretched wings two three-
inch cannon, one at either tip, with a
rapid-fire mitrailleuse in the middle,
just above the pilot. The recoil of the
cannon does not jar the craft, owing
to an automatic device, explanation
of which is not permissible.

The other type, cruiser-aeroplanes, or
avions de chasse, mount one three-inch
cannon in the middle and just ahead
of the pilot. These cruisers can mount
almost straight up from the ground,
at the rate of about 2,000 meters in
two minutes, so that they can go
straight up to an enemy as soon as
he is observed. Instead of mounting
slowly on long curves as of old.

WORKING FOR FURTHER ADVANCE

But France is not stopping with
these new devices, and her engineers
and constructors are inspired with the
thought of a rich prize of 50,000 francs
for a still further advance, which will
realize 200 kilometers an hour with
four motors, two pushing and two
pulling.

The "esquadrille" or squadron is
only the unit of organization, and it
is in assembling them that the real
fighting maneuvers are accomplished.
The directing head of the organization
is here in Paris, connected with the
Ministry of War. Here all the orders
are given and the services regulated.
The machines themselves are at aero-
parks scattered all over France, the
names of these places being withheld
from mention. Here they are gathered
in hundreds and given their final tests
before going to the fighting line.

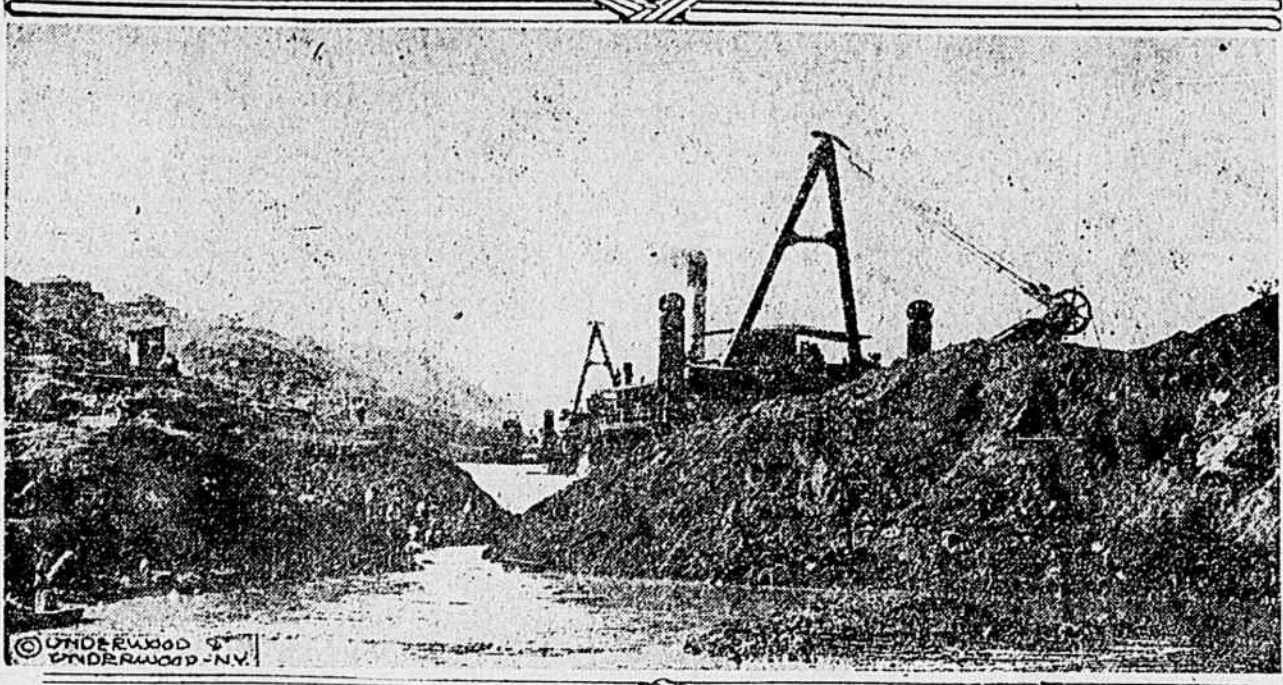
But it is on the fighting line that
the real maneuvers begin. The aero parks
for actual service are a short distance
in rear of the fighting front, each
park at the front being made up of
four "esquadrilles." So that, as each
"esquadrille" has nine aeroplanes of various
form, the four "esquadrilles" of each
park comprise thirty-six aeroplanes, in-
cluding battleplanes, cruiserplanes and
scoutplanes. In turn, these parks back
of the line are connected, so that these
equipment of twenty-six machines in
each can be rapidly brought together
for a concerted attack or defense. As
these parks stretch from end to end
of the long battle line their number
and aggregate of air craft must be
very large. As stated, the concentra-
tions of sixty-five fighting craft have
already been carried out, and much
larger concentrations are in view.

The fighting tactics have developed
a number of interesting phases. It is
a strange fact that one of the most
useful devices has resulted from the
capture of an enemy aeroplane. This
brought to light a fine instrument of
precision, made by a well-known op-
tical firm of Berlin. The instrument
records with exactness the moment and
place when an aeroplane is precisely
vertical above a given point on the
ground below. That is, there is no
straining to the eye, and when the in-
strument shows the vertical point—
as, for example, an enemy battery be-
low—a bomb dropped from the aero-
plane is certain to hit that exact point.
It is, in fact, an aerial range-finder,
showing the exact moment when a
bomb will strike a given spot.

ANOTHER STRANGE DEVICE USED FOR SIGNALING

Another strange device used in these
aerial tactics is a battery of twelve
small glass bottles, set in a wire rack
within easy reach of the operator. The

How Latest Landslide Chokes Panama Canal



The above photograph, taken on October 26 near Gald Hill, pictures vividly the problem confronting the canal officials. Rock and earth have moved down from the heights on either side and forced the mud at the bottom up out of the water. In the foreground is an island, which began to form just before the picture was made. It rose and spread until it joined the sides of the canal. The mass in the background, through which a narrow channel had just been blasted, came up first as an island and grew until it blocked the entire canal at this point.

latter flies over the enemy's lines, the purpose being to signal back to his own batteries how their shots are tak-

ing effect, thus giving them the exact range. The little glass bottles con-
tain a liquid which explodes five sec-
onds after the cork is drawn, emitting
a little round puff of smoke, or a
short trail of smoke. This is aerial

telegraphing. The smoke-puffs are dots, the smoke-trails are dashes. Thus the pilot talks back to the far-away battery, in dots and dashes of smoke, telling the watchers that their shots are too high, or too low, or too far to the left or right, and thus giving them the exact range.

Still another remarkable develop-
ment in the French tactics is the use
of wireless, by which aeroplanes are
kept in communication over a radius
of 220 miles with a central station.
The aero-wireless is a small and deli-
cate set, with light antennae above and
from tip to tip of the wings, the wire
automatically winding up if the aero
is unmounted. These are in actual
use, and besides supplying the new
French machines, the English and Rus-
sian machines are being similarly
equipped. The demand from these three
sources being greater than two large
manufacturing companies can produce.
Besides the foregoing rapid develop-
ment and organization in military avi-
ation, there is a distinct branch of
naval aviation, with a warship of con-
siderable tonnage set aside for this
particular purpose, and a rendezvous
at one of the ports, which it is not
permitted to mention. This naval avi-
ation looks after the coast points, the
approach of hostile craft and the aerial
strategy of the sea as the army con-
ducts the aerial strategy on land.

SUGAR PLANTERS HAPPY

Splendid Reports of Growing Cane
Coming From All Parts of
Cuba.

HAVANA, CUBA, November 13.—Sea-
sonable rains have raised high the ex-
pectations of the Cuban sugar planters,
and splendid reports of the growing
cane are coming in from all parts of
the island. If gentle rains continue,
followed by a spell of cool, dry weather,
the most extravagant estimates of the
crop, which will unquestionably break
all records, will be fully justified.

Duffy's in the Sunset of Life

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of youth, the gradually cool-
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fanning to keep their embers
in the ruddy glow of health-
ful, vigorous, old age.

Many a dear old person
you may know, many a
great grandmother or great
grandfather, who is the de-
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because of an active sympa-
thetic mind, owes his or her
mental youth to the wise
use of that long and widely
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by the stomach and absorbed by the body—it produces the neces-
sary heat and gives renewed strength to the fast retiring muscles.
That is why so many people in all walks of life,

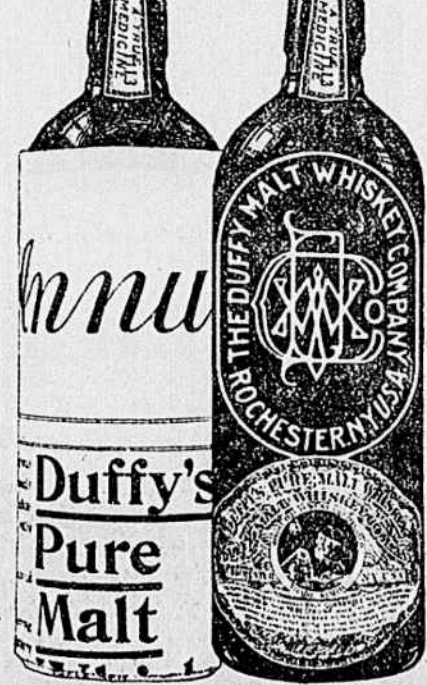
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